

Sponsor	Issue	Impact	Required Action
Millersburg	Clarify feasibility of P&W service to Millersburg site to validate service as a possible feature of the site	Unknown if P&W is a viable alternative/addition to planned service with UPRR.	Sponsor to provide a memo outlining a) if service to the facility is possible from P&W with a concurrence memo from P&W; b) what physical and "paper" barriers exist; and c) the process or steps to remove the barriers, including costs. General assessment of P&W rail service viability.
Millersburg	Clarify proposed NWCS service to Ports of Seattle and Tacoma, and verify feasibility of serving all customers.	Unknown how service will work once it has moved into and beyond Portland.	Operator to provide a memo detailing how UP/NWCS service will work a) when it reaches Portland, b) when it reaches the Ports of Seattle and Tacoma, and c) Describe how operations will serve non-UPRR served marine container terminal.
Millersburg	Ocean Carrier Agreements	There will need to be contractual rate agreements between the ocean carriers and the intermodal service operator, or equivalent agreements between other combinations of parties, that lead to competitive rates for the actual importers and exporters.	The facility operator to provide a memo detailing the the current status of negotiations with ocean carriers and if they expect the current rates to Portland to be extended to Millersburg and timelines for these negotiations to be completed.
Millersburg	Verify signed agreement with serving rail carrier regarding service, car supply, and volume tiers if any.	Unknown the level of service to be provided by the applicable rail entity.	Serving rail entity to provide written concurrence that the business analysis is acceptable (e.g. complete Step 5 of UPRR decision process as presented to the OTC).
Treasure Valley	Verify signed agreement with serving carrier regarding service, car supply, and volume tiers if any.	Unknown the level of service to be provided by the applicable rail entity.	Serving rail entity to provide written concurrence that the business analysis is acceptable (e.g. complete Step 5 of UPRR decision process as presented to the OTC).
Brooks	Clarify proposed P&W-UP/BNSF service to Ports of Seattle and Tacoma, and verify feasibility of serving all customers.	Unknown how service will work once it has moved beyond Portland to BNSF or UPRR railroads.	Operator to provide a memo detailing how P&W-UP/BNSF service will work a) when it reaches Portland (or another interchange point), b) when it reaches the Ports of Seattle and Tacoma c) how service will work if trains from the site to Portland include cars going to both BNSF and UP, and d) concurrent memo or written document from P&W and UPRR/BNSF as appropriate acknowledging these operations.
Brooks	Ocean Carrier Agreements	There will need to be contractual rate agreements between the ocean carriers and the intermodal service operator, or equivalent agreements between other combinations of parties, that lead to competitive rates for the actual importers and exporters.	The facility operator to provide a memo detailing the the current status of negotiations with ocean carriers and if they expect the current rates to Portland to be extended to Brooks and timelines for these negotiations to be completed.
Brooks	Verify plan for P&W clearance improvements, if required.	Known low clearance areas reduce routing options in the Portland area for double stacked containers.	Project Sponsor to provide a memo detailing how they and/or P&W propose to address these known clearance issues including a) timeline for resolving b) where will the funds come from, and c) written concurrence from PNWR to this proposed plan.
Brooks	Verify signed agreement with serving carrier regarding service, car supply, and volume tiers if any.	Unknown the level of service to be provided by the applicable rail entity.	Sponsor to provide memo detailing the steps/timeline needed to reach final agreement with UP/BNSF for service including final rates and fees. Include written concurrence from serving rail entities that these steps and timeline are accurate and that each has concurred with the basic service and marketing plan at a similar level as the UP Step 5 decision as described at the OTC meeting in February.

Questions for all Project Sponsors

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All	Terminal Operator Agreements	All three projects envision contracting out day-to-day operations. Agreement costs and terms will affect operational and financial viability.	Each sponsor needs to provide a memo with concurrence from the the prospective terminal operators to at a minimum confirm that they are in contract negotiations, and provide a timeline for reaching final agreements, fees & rate structures.
All	Rail Car Availability/ Supply	Without rail cars for the facility, containers or goods can not move. Cars may be supplied by the railroad or by the contract operator (NWCS/CIS for intermodal). Major refrigerated shippers (e.g. Lamb-Weston) sometimes buy or lease their own cars.	Each project sponsor needs to provide a memo outlining the following. a) What types of rail cars are going to be needed? b) Who will provide the rail cars? c) If the railroads will be providing rail cars, provide documentation from the relevant rail entity. d) How will the rail cars be provided? e). Where will the rail cars come from?